

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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August 7th, 1911. Temperature 10 a.m. 82, 4 p.m. 82; Humidity...88, 86.

August 7th, 1910. Temperature 10 a.m. 80, 4 p.m. 84; Humidity...82, 76.

No. 8588

第四十四月六年三統宣

TUESDAY, AUGUST 8 1911.

二拜禮 號八月八英港香

880 125 Avenue
SINGAPORE 10 Centre

REUTER'S TELEGRAMS.

THE RAILWAY STRIKE.

IN LANCASHIRE.

[SERVICE TO THE "TELEGRAPH."]

London, Aug. 8, 1.45 a.m.

A strike has occurred in Lancashire amongst the railway men, who are demanding a fifty-four hours' week and a two-shillings' advance.

The strike is spreading rapidly.

Three railways are involved in the trouble.

THE HOUSE OF LORDS.

IN JEOPARDY.

[SERVICE TO THE "TELEGRAPH."]

London, August 7, 2.20 p.m.

Although the result is a foregone conclusion interest momentarily centres in the coming debate on Mr. A. J. Balfour's motion for a vote of censure on the Government (for advising the King to use his royal prerogative as regards the creation of new Peers.)

No official amendment has been forthcoming.

But the Government will probably support the amendment of Mr. E. Crawshaw-Williams (member for Leicester), declaring that the Ministers' advice is the most proper and the most practical method whereby the determination of the people can be enabled to prevail against the obstinate opposition of an unrepresentative Second Chamber.

All Parties have issued urgent whips.

HOME POLITICS.

THE PRIME MINISTER'S SPEECH.

The Prime Minister, in his speech, said:—

Though there was no excessive kindness in the tone of Mr. Balfour's speech, my first duty is to tender him, on behalf of the Government, and its supporters, our most grateful acknowledgments.

REUTER'S TELEGRAMS.

This opportune motion, the Premier said, is the very thing wanted, for, on the one hand, it affords the representatives of the Government an opportunity such as no discussion upon the Lords' amendments could afford, to state to the country with clearness and precision the grounds for the advice tendered to the Crown, and, on the other hand, it gives the House an opportunity of stating, with equal clearness and emphasis, whether that advice truly reflects the opinion and judgment of the chosen representatives of the people.

Mr. Balfour, the Premier went on to say, states that I did not give him support of what was apparently a hypothetical vote of censure upon materials in advance, wherefrom he could ascertain whether his hypothesis was well founded or not.

But the only point he raised in his motion in this: Whether, under the circumstances wherein we stand, with the Veto Bill twice approved, in principle, once approved, in all details by the electors, passed through the House by continuous and overwhelming majorities, and now met by the House of Lords by so-called amendments, which are really changes fundamental in character and fatal to its purposes: whether it is not the constitution if duty of the Ministers of the Crown to advise the Crown, if the Lords refuse to give way, to use its prerogatives for the creation of new Peers, in order to carry out the will of the people. Mr. Balfour asked me when the advice was given to the Crown.

My answer is, that it was given in regard to the existing situation, when that situation had arisen, wherefrom no other constitutional outlet possible was given, and accepted in reference to that situation. It is by review of that situation and how it arose and what it involves, that the question must be answered, whether or not the advice was warranted and justified, but when I say that the advice was tendered in view of existing circumstances it must be

REUTER'S TELEGRAMS.

clearly understood that I do not mean in the least to convey that there had not been previous communications as events developed, between the sovereign and the ministers on the subject. As it is desirable that there shall be no mystery or misunderstandings over a perfectly simple and correct transaction, I may be allowed to say that, at the King's strong desire, and, therefore, of course with his express permission, I was able to disclose communications which had hitherto been treated both by the King and ministers as confidential. To make matters clear I must go back to April 9, 1910, when the so-called Veto resolutions were approved by large majorities in the House of Commons and the Parliament Bill, founded thereon, had been introduced. King Edward was then on the throne and I ask the House to remember that there was every reason to believe his life would be prolonged. It was notorious that, if our resolutions as carried by this House, and which were shortly to come before the Lords, were laid aside or rejected there, the majority inside and outside the House, were beginning to ask, and not unnaturally, whether the election, which had just been held, was to be reduced to nullity and matters again result in a deadlock.

It was in these circumstances that on the fourteenth of April 1910, after careful consultation with my colleagues, and in language approved by them and communicated to the King who was abroad at the time, I used these words in the House of Commons: "If the Lords fail to accept our policy, and decline to consider it as formally presented to them, we shall feel it our duty to immediately tender advice to the Crown regarding the steps which will have to be taken if that policy is to receive statutory effect in this Parliament. What precise terms that advice will be, of course, it will not be right for me to say, but if we don't find ourselves in the position of receiving an answer that statutory effect shall be given thereto, in this Parliament, we shall then either resign or recommend dissolution." Here came the im-

REUTER'S TELEGRAMS.

portant words: "Let me add this, that in no case will we recommend dissolution except on such conditions that will secure that, in the new Parliament, the judgment of the people as expressed at the election will be carried into law." That is the very plain language which represents the deliberate policy of the government and was so understood and accepted at the time, not only by our friends, but antagonists as well. That policy was announced by me to the country. That is the only observation I made in reply to what I think was the unhappy reference by Mr. Balfour to the new King.

That policy was announced by me while I was still King Edward's minister. Within a month the reign prematurely and most unexpectedly ended. A political truce followed and for the best part of six months followed an honest, continuous and well inspired agreement. That experiment finally broke down, an effort made by the leading representatives of both parties in the state to arrive at a settlement by the early part of November. We reverted to the situation as it stood in April. What was the first question that we as ministers had to decide was whether we should continue in the then existing Parliament, or advise dissolution. Having regard in both cases to my declaration of the preceding year under the circumstances, after fullest consideration we thought it right to advise a dissolution. Nearly a year had passed since the last general election. We were in a new reign. There had been much discussion of the question at issue and more over our plan was actually formulated in the shape of a bill. On the whole it appeared to us that the arguments for dissolution were overwhelmingly strong, but we clearly opined at the same time that it would be neither honourable nor justifiable to go into an election blindfold. In the first case there was any deliberate pledge given to the Commons in the name of my colleagues and the government, which I read a moment ago.

REUTER'S TELEGRAMS.

A great many hard words are being used about me now. I do not mind in the least. Harder words would have been used—words which I should have minded—if after a declaration of that kind, my colleagues and I, with thousands and millions in the country who reposed their trust in us, had been false to our trust.

We would have been nightly accused of what, I see, I am now accused, by orators, and I presume of the opposition, of treachery and trickery, had I under those circumstances gone into dissolution, without any understanding. But secondly, quite apart from the distinct deliberate pledge, we should not have thought it right to plunge the country, a second time in nearly a year, into the cost and turmoil of a general election, unless we should feel sure that if it gave a decisive result in our favour, our policy matter, subject to full Parliamentary discussion, would be regarded as for the time being definitely closed. Of course when we came to the conclusion that it was our duty to advise the King to dissolve Parliament, we accompanied our advice with this statement:—The ministers cannot take the responsibility of advising a dissolution, unless they may understand, that in the event of their policy being approved by an adequate majority in the new House, His Majesty will be ready to exercise his constitutional powers which may involve the prerogative of creating peers, if needed, to secure that effect shall be given to the decision of the country. The ministers are fully alive to the importance of keeping the name of the King out of the sphere of party electoral controversy. They take upon themselves as their duty, the exclusive responsibility for the policy which they will place before the electors, and His Majesty will doubtless agree that it would be inadvisable, in the interests of the State, that any communication of the intention of the Crown should be made public unless and until actual occasion should arise.

That was the communication made by the Cabinet to the King

REUTER'S TELEGRAMS.

on November 15, 1910, and His Majesty, after careful consideration of all circumstances past and present, and after discussing the matter in all its bearings with myself and Lord Crewe, felt he had no alternative but assent to our advice. Accordingly on November 18, 1910, I announced in the House of Commons that we had advised the King and he had accepted our advice to dissolve Parliament, and during debate, in answering a question put to me by Mr. Wedgwood, I used this language:—Mr. Wedgwood asked me a question regarding the declaration I made on April 14. That declaration, the language whereof was carefully chosen, represents now and did then the intention of the Government. I may say at once that I am quite sure members on both sides will recognise the justice and, I hope, commonsense of my position, when I decline altogether and continue to decline to make any statement regarding the advice that may have been given or may hereafter be given by a responsible minister to the Crown. The King stands aloof from all political and electoral conflicts and it is the duty of all subjects and ministers to maintain and secure his absolute detachment from the arena of party politics. I hope my friends have sufficient confidence in the government to be content with that statement.

What was the alternative? We might have resigned and if we had resigned the King undoubtedly would have sent for the leader of the opposition who might or might not have undertaken the responsibility of forming a new government. If he had not mattered would have remained as they were; if he had, of course, it is a matter of common knowledge that the government so formed could not have existed a week in the then House of Commons. For the sufficient reason that the House would have refused to grant supplies. Dissolution, therefore, was inevitable so there is no ground whatever for thinking that that dissolution would not have been attended with the same result. Dissolution under these conditions would have been held in circumstances which would have made it almost impossible to keep the name and authority of the King out of the arena of electoral conflict. The King no doubt thought that this was a matter which was peculiarly incumbent upon him to safeguard. I never used either publicly or privately words of guarantee or pledge, in regard to this matter. They are words which seem singularly inappropriate to describe the purely conditional understanding such as that which purposely left open to certain contingencies that which might or might not arise. Nothing can be more absurd than to suggest, what I think Mr. Balfour has suggested, that the existence of any such confidential understanding between sovereign and ministers, introduced any element of unreality into the subsequent discussion of the bill when it came before both Houses of Parliament. The opposition seems to scorn the suggestion when I tell them why there was never any question of obtaining the Royal Assent in advance to a cast-iron legislative scheme to be rammed through parliament. The King's consent would never be asked, and I am perfectly certain would never have been granted to any such proposal. The Bill was always treated by us, and is treated now as we shall see to-morrow, as the Bill was approved in principle by the electorate and therefore to be carried in principle into law, but susceptible to any reasonable amendment which is not fatal to its principles. It was only in the possible event of rejection which has not occurred, or its mutilation which has occurred that "the understanding" was ever intended to apply. It was my hope and strong belief that the Lords when they got the Bill would show by their treatment of it that they recognised this and were prepared without pressure or any suggestion of pressure to give a substantial effect to the decisive wishes of the electors. It was only when the hope was frustrated, as it was last month, that the King was asked and consented to exercise his prerogative. That is the whole proceeding, and in my judgment it calls for no words of apology or even of defence. We took the only course that was consistent to the considerations of honour, with due regard for the dignity of the Crown. For my own part, speaking for myself and my colleagues, I am perfectly content to abide by the judgment of the House of Commons and my fellow-countrymen. Now I return to the real question raised in the motion, is it or is it not unconstitutional in the existing circumstances for the executive to advise the Crown to be ready to exercise its prerogative for the purpose of passing a Parliament Bill? That question admits of only one answer. The circumstances are unique and far stronger than the circumstances of 1832, whereof Mr. Balfour seems to have a very dubious historical view. That reform Bill was only once before the electorate and we are dealing here with a Bill which has been twice before the electorate in January, 1910, in all its main principles, and in all details in December last.

REUTER'S TELEGRAMS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000.
RESERVE FUND.....15,000,000
Sinking 1,000,000 at 2%.....15,250,000
SILVER.....15,250,000

RESERVE LIABILITY OF PRO-
FITABLES.....\$15,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq.,—Chairman
E. Shilling, Esq.,—Deputy Chairman
P. H. Armstrong, Esq.,—C. K. Leung, Esq.,
G. H. Medhurst, Esq.,—F. L. Loh, Esq.,
A. J. Forster, Esq.,—H. M. C. H. Ross,
G. H. Medhurst, Esq.,—H. A. S. S. S. S.

CHIEF MANAGERS:
Hongkong—N. J. STABB.
Shanghai—H. E. H. HUNTER.
LONDON BANKERS—LONDON COUNTY
AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is
conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION. Rules may be obtained
on application.

INTEREST on deposits is allowed
at 4 1/2 per cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the Hongkong
AND SHANGHAI BANK to be placed on
FIXED DEPOSIT at 4 per cent. per
annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA.

INCORPORATED BY ROYAL
CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITIES OF
PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CUR-
RENT ACCOUNT at the rate
of 2 per cent. per annum on the Daily
Balances.

On Fixed Deposits for 12 months,
4 per cent.
On Fixed Deposits for 6 months,
3 1/2 per cent.
On Fixed Deposits for 3 months,
2 1/2 per cent.
WM. DICKSON,
Manager.
Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUNDS... " 16,850,000

Head Offices—YOKOHAMA.

Branches and Agencies:
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHAWA.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of
2 per cent. per annum on the Daily
Balance.

On fixed deposit:—
For 12 months.....4 per cent. p.a.
" 6 ".....3 1/2 " " "
" 3 ".....2 1/2 " " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANK-
ING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$5,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
86, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTRY BANK,
LIMITED.

BRANCHES AND AGENTS
ALL OVER THE
WORLD.

THE Corporation transacts every
description of Banking and Ex-
change Business, receives money on
Current Account at the rate of 2 per
cent. per annum on daily balances and
accepts Fixed Deposits at the following
rates:—

For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 2 1/2 " " "

Geo. Hogg,
Manager.

No. 9, Queen's Road Central.
Hongkong, 20th Feb. 1911. [19]

Banks.

DEUTSCH ASIATISCHE
BANK.

CAPITAL FULLY
PAID-UP.....Sh. Tals 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON
AGENCY.

DIREKTION DER DISCONTO GEBEL-
LUNG.

INTEREST allowed on Current
Account. DEPOSITS received on terms
which may be learned on application.
Every description of Banking and
Exchange business transacted.

R. TIMMERSCHIEDT,
Manager.

Hongkong, 16th Mar., 1911. [2]

THE MERCHANTS BANK OF
INDIA, LIMITED.

Authorized Capital.....£1,500,000
Subscribed ".....1,125,000
Paid Up ".....562,000
Reserve Fund.....£25,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:
Bombay. Calcutta. Hongkong.
Canton. Shanghai. Singapore.
Peking. Tientsin. Yokohama.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.
BANKERS:

Bank of England.
London Joint Stock Bank, Ltd.
EVERY description of Banking and
Exchange business transacted.
Stocks and Shares bought and sold
on account of Constituents. Letters of
Credit granted on Agents and Corres-
pondents all over the world.

Interest allowed on Current Ac-
counts at 2 per cent. per annum on
Daily Balances and on Fixed Deposits
as under:—
For 3 months 2 1/2 per cent. per annum
" 6 " 3 " " "
" 12 " 4 " " "

F. C. MACDONALD,
Acting Manager.
1260.]

NOTICE.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL
MEETING of Members will be
held in the GYMNASIUM on WEDNES-
DAY, the 9th August, at 5.30 p.m.,
for the purpose of considering and
passing the Annual Reports and State-
ment of Accounts for 1910.

FRANK LAMBERT,
Hon. Secretary.
Hongkong, 3rd Aug., 1911. [1293]

CHINA MUTUAL LIFE INSUR-
ANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Nelli, Esq., F.I.A., Actuary.

A strong British Corporation Registered under
Hongkong Ordinances and under Life Insurance
Companies Act, England.

Insurance in Force.....\$3,571,455.00
Assets to meet.....\$8,729,322.00
Income for Year.....\$350,073.00
Insurance Fund.....\$3,250,000.00

LEFFERTS KNOX, Esq., District Manager.
H. W. TAPP, Esq., District Secretary.
Hongkong, Canton, Macao and the Philippines

Alexandra Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt.,
C.M.G., T. F. Hough, Esq., C. J. Lafrance, Esq.,
Hongkong, 29th July, 1911.

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

New Ties

New Socks

New Shirts

New Pyjamas

EVERYTHING FOR

GENTS' WEAR.
EXCLUSIVE GOODS.

WM. POWELL,
LIMITED.

28, Queen's Road.

Hongkong, 4th Aug., 1911. [1048]

Antimattions

REMINGTON TYPEWRITER.

The experience of 35 years is BEHIND IT. The
confidence of the business world is WITH IT. An
over-widening field of
usefulness is BEFORE
IT.



SIEMSEN & CO.,

HONGKONG AND CANTON.

1080.] General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

YOUR GLASSES

should give rest and comfort to your eyes.
If they do and if the mountings are
properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE.
There is no comfort in spectacles that
are merely "good enough." They are
either RIGHT

OR ALL WRONG

If, in need of changes, adjustments, or
repairs, come and see us at our new
location in York Buildings, between
Kolly & Walsh and Moutrie's.



33

"FELUCCA."

EGYPTIAN CIGARETTES.
MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.,

CAIRO.



TRADE

MARK

THE BERNESE ALPS MILK CO

STALDEN (EMMENTHAL), SWITZERLAND.

"No. 10" SCOTCH WHISKY.
BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

081]

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vaux Road Central.

Hongkong, 30th April, 1911.

[487]

Public Companies

HONGKONG HOTEL CO., LTD.
NOTICE.

THE ORDINARY HALF-
YEARLY MEETING OF
SHAREHOLDERS will be held at
the Company's Hotel, on SATUR-
DAY, the 12th August, 1911, at
12.30 p.m., for the purpose of receiving
a Statement of Accounts of the Com-
pany to the 31st June, 1911, with the
Report of the Directors, and to discuss
any matter that may be competently
brought before the Meeting.

The TRANSFER BOOKS of the
Company will be CLOSED from the
6th to the 12th August, 1911, both days
inclusive.

By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, August, 7th 1911. [1298]

HONGKONG ICE CO., LTD.

NOTICE.

It is hereby notified that the price
of ICE is reduced to One Cent
per lb. from this date.

JARDINE, MATHESON &
Co., Ltd.,
General Managers.
Hongkong, 7th August, 1911. [1297]

HONGKONG & SOUTH CHINA
STEAM FISHERIES CO., LTD.

NOTICE is hereby given that the
ORDINARY GENERAL
MEETING of Shareholders will be
held at the Office of the General
Managers on the 9th day of August,
1911, at 12 o'clock noon, for the pur-
pose of considering the Report and
Accounts to 30th June, 1911, and to
transact any business that may be
transacted at an Ordinary General
Meeting.

Notice is given that the TRANS-
FER BOOKS of the Company will be
CLOSED from 1st to 9th August,
1911, both days inclusive.

BRADLEY & CO.,
General Managers.
Hongkong, 28th July, 1911. [1283]

ICE CREAMS

All kinds of Broad. Samples free on application.

THE ALEXANDRA CAFÉ,

16, Des Vaux Road Central (next Hongkong Hotel). [1121]

S.O.A.E.O.

AUTOGENOUS.....WELDING

Repair of Boilers and Keels Cutting very quiet of iron and steel.

Welding of Boiler Plates and of Broken Pieces.

Apply to 71, PRAYA-EAST, you will save time and money. [1193]

CALDBECK'S

"LIQUEUR"

WHISKY.

CALDBECK, MACGREGOR & CO.

15, Queen's Road.

Hongkong, 29th June, 1911. [122]

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS

is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK, MACGREGOR & Co., Hongkong.

Public Companies

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE is hereby given that the
ORDINARY HALF-YEAR-
LY MEETING of the Shareholders in
this Corporation will be held at the
City Hall, Hongkong, on SATUR-
DAY, the 19th day of August, 1911,
at Noon, for the purpose of receiving
the Report of the Court of Directors
together with a Statement of Accounts
to 30th June, 1911.

The REGISTER of SHARES of
the Corporation will be CLOSED
from MONDAY, the 7th August, to
SATURDAY, the 19th August, 1911
(both days inclusive), during which
period no transfer of Shares can be re-
gistered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 2nd Aug., 1911. [1201]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st May, 1911. [1029]

WING KEE & CO.

47-49, Connaught Rd.

SHIPOHANDLERS,
PROVISION & COAL

MERCHANTS.

Hongkong, 23rd Mar., 1911. [990]

OUR
CONTEMPORARIES

What They Think

China Mail.

Typhoon Reflections.

So far we are having a decided-
ly bad year with typhoons. Al-
though we have luckily escaped
being actually "struck," we have
come as near this undesirable
experience as we care to. The
past week was without doubt one
of the very worst experienced by
the Colony for very many years.
With danger signals in evidence
day after day, and with the
possibility of the worst atten-
tions-of-the-typhoon none too
remote, the effect on the ship-
ping life of the port was al-
most disastrous. Many companies
must have incurred very consider-
able losses owing to the unavoid-
able dislocation of harbour work,
while the inconveniences caused
in domestic life through the ces-
sation of the ferry services between
the island and the mainland were
most aggravating, especially to
those residing on the Kowloon
side. It looks like that just
passed came with any frequency,
it would indeed be a serious mat-
ter for the prosperity and popu-
larity of the Colony. However,
the situation could not be helped,
and the only thing to be done was
for business people and residents
alike to possess their souls in
patience until the passing of the
storm.

Daily Press.

The Queues Man.

Consequently numbers of men,
both young and old, who in the
enthusiasm of the anti-queue
campaign got rid of this hirsute
adornment, but who had no part
or lot in the revolutionary rising,
deemed it prudent to hide their
veritably "diminished heads" for
fears, fearing that were they to
venture abroad in the streets they
might be swiftly overtaken by a
fate they had done nothing to
merit. Ever since then the queue-
less man has been suspect in Can-
ton, and freedom from serious
inconvenience is only assured if
he is able to produce satisfactory
papers of identification. Every
week rumours are floating down
from Canton that "another rising
is imminent." Trade is stag-
nant, people continue to leave the
city for the security of Hongkong
and even of Macao, while it is
currently reported that the trans-
fer of Chinese money to the
foreign banks during the last
few months has reached a very
large amount indeed. In the cir-
cumstances we have sketched, all
enthusiasm for the removal of
the queue seems to have entirely
evaporated in South China. We
hear absolutely nothing of the
anti-queue movement now, and
hundreds who are now without
queues would rejoice and be ex-
ceeding glad if they could restore
them, if only because a queue is a
passport which frees the wearer
as a rule from the unwelcome
attention of the police in Canton.
The revolutionary rising in Can-
ton, whatever else it may have
done, has certainly postponed the
day in South China when we
shall be bidding an eternal fare-
well to the queue.

South China Morning Post.

Lessons of the Deluge.

Heavy losses have doubtless
been incurred through the "over-
lastings," and many people
have suffered inconvenience. It
was not the fault, however, of the
Observatory that the typhoon
which came so near striking
Hongkong on Saturday travelled
so slowly as it did. Perhaps no
one in the Colony was more
anxious to be rid of it than those
entrusted with the duty of keeping
the public informed. One sug-
gestion we should like to make
in this connection, and that is that
the Observatory should be imme-
diately connected with the public
telephone. Government will say
to this, of course, that the calls
would be a nuisance to the staff,
but on the other hand it is a
nuisance which could very easily
be overcome by detailing a clerk
to attend to calls whilst the sig-
nals are exposed. On account of
the drift, it is frequently impossi-
ble to discern the signals, and
the shipping interests upon which
the Colony depends are of much
greater public concern in a matter
of this kind than the slight in-
convenience, easily overcome, as
we have pointed out, of answering
a few inquiries on the telephone.

SOME WONDERS OF SINGAPORE.

A little more than two years ago, when James T. Du Bois, our Consul-General at Singapore, received word that President Taft had him slated for the job, a lot of his comforters tried to tell him that he was bound for the jumping off place of the world. One kind friend reminded Mr. Du Bois that Congress had appropriated \$5,000 to bring home consular remains, and suggested that Mr. Du Bois was right in line to secure a part of the appropriation. Then an insurance agent came along to say that the company he represented was the only one that would insure a man bound for Singapore. Mr. Du Bois got back to New York the other day on his way to his home in Pennsylvania on a vacation. He weighs two pounds more than when he started for Singapore, and appropriations for the care of consular remains don't interest him at all.

Mr. Du Bois thinks it's a pity that people hereabout know so little about the seventh part of the world and the gateway to the Malay Peninsula, which Mr. Du Bois says is the best rubber country in the world. All the same when he got his orders to go there and had deluged the last of the friends who wanted to sympathize with him, he confesses, he went home and began to search the map for Singapore. He found it all right, but couldn't learn much about the country from the books. He says that knowing where the place was put him just one jump ahead of the man they tell about in consular circles who was ordered to Zanzibar. That man dropped out of sight, but Uncle Sam never heard of him for two years. Then one day he burst into the foreign office in Washington and exclaimed: "Where in hell is Zanzibar anyway? I've been clean around the world and I haven't found it yet."

And yet Singapore is very far from the "jumping off place," according to Mr. Du Bois. In the first place 28,000 vessels enter the port every year and the United States alone sends out 6,000 tourists, who have to stop over there a day or two, since Singapore is the half way station of the world. Through it passes the Malay Peninsula's export of tin, amounting to 75 per cent. of the world's trade in tin, of which the United States takes from \$10,000,000 to \$14,000,000 worth a year, returning about \$800,000 worth in the shape of tin goods.

But the future of the peninsula, and for that matter of the Philippine Archipelago south of latitude 10 degrees, Mr. Du Bois believes, is as a rubber producing country. On the peninsula are growing 45,000,000 rubber trees that will be ready to tap in 1915 and the planters expect to get at least \$100,000,000 for the product if rubber holds up to \$1.50 a pound. Only a small part of the peninsula is under cultivation and Mr. Du Bois says there's a fine chance there for American money and enterprise. Rubber was introduced into the peninsula in 1882, but it was much later before the planters took up the work in earnest.

Dr. Ridley, director of the botanical gardens at Singapore, was the man who proved that it was a rubber country. He urged the coffee planters to take up rubber planting, but they wouldn't listen until the blight hit the coffee. Finally about twelve men put in rubber on a large scale. They got their trees to the producing stage just in time to take advantage of the big jump in prices, and some of the plantation companies paid as high as 200 per cent. Of course the get-rich quick speculator came along and floated bogus companies which sold worthless stock to the widows and clerical men in England. They hurt the legitimate companies a little, but now, Mr. Du Bois says, the fake rubber men have been smoked out.

Mr. Du Bois said that Singapore was as healthy a place to live as any if a man was a bit careful what he ate and drank, especially what he drank. The mercury in Singapore thermometers moves between 80 degrees and 84 degrees during the year. It is on the boundary line of the seasons, and for 365 days the rising and the setting of the sun do not noticeably vary.

It is a land of wonderful fecundity, according to Mr. Du Bois, who, to prove that his stories are not mere travellera tales, has brought back a photograph of a bunch of bananas which grew on a little tree at the side of Singapore's principal business street. The bunch is more than seven feet long, contains between 1,500 and 2,000 bananas, and in order to allow it to attain its maximum growth it was necessary to dig a hole two feet deep at the side of the tree, so that the bunch would not lie upon the ground. To all of this Mr. Du Bois is willing to take oath, although an eminent divine has assured him that he will receive an election to a certain well known club when this story is printed.

The British who rule Singapore, keeping perfect order with a handful of whites among forty-one different races, 200,000 of whom are Chinese, are spending \$20,000,000 on the port and will construct there the biggest dry dock in the world. Mr. Du Bois says that they intend to make it the great naval base of the future for England of the East.

Going back to the tin export, Mr. Du Bois said that a lot of Malay tin comes back to Singapore in the shape of gallon cans full of oil sent out in the Standard Oil Company's ships. About 13,000,000 of these oil tins are dropped in Singapore every year, and at one time they went to the waste heap. Now the Chinese—Mr. Du Bois calls them "the human dynamo of the peninsula"—gather up the discarded cans and turn them into dust pans, lamps, nutmeg graters and even the framework for false teeth.

Mr. Du Bois says that the Chinese on the Malay peninsula offer a fine example of what the race is capable of when they have "a fair and equal chance with the men of other nations." They get this chance under the square deal which Mr. Du Bois says the English give their colonies without talking about it, and they do the business of the peninsula. He came to know the principal Chinese merchants and found that they had a very sincere admiration for America and all things very highly of the Chinese, and he says that men in the East who know most about Oriental affairs think that the most statesmanlike work the United States has ever done was its part in the four Power loan to China, which he says has secured the safety and stability of that country.

Nothing daunted by the cloud cast upon his veracity by the banana story Mr. Du Bois put into one of his consular reports the tale of the "cocoanut pearl," and recently he was wearing one in a tie pin. Just what a cocoanut pearl is Mr. Du Bois doesn't know, but he is certain that they come from the cocoanut and that they probably are caused by the introduction of some foreign substance into the milk just as a similar intrusion spurs the oyster into producing the ordinary pearl. The one Mr. Du Bois wears is possibly a quarter of an inch in diameter, perfectly round and of a colour that suggests the white of a hard-boiled egg. There are only eleven of the pearls known. The Kensington Museum has five, Mr. Du Bois has three, one of which is going to the National Museum; the Sultan of Perak has a couple and the eleventh decorates the scarf of a Captain of Constabulary in the Philippines.

When Mr. Du Bois mentioned "cocoanut pearls" in his consular report a Washington paper printed an editorial squib suggesting a commission in lunacy to examine Consuls in hot countries, and then the matter was discussed in the Singapore newspapers. Later a planter told Mr. Du Bois that he had stirred up trouble, since all of his employees were cracking cocoanuts in search of pearls.

Wu Ting-fang, the former Chinese Ambassador to the United States, visited Mr. Du Bois in Singapore and was attracted by the always present smile on the small Chinese boy in the Consul's service. Wu tried to talk to the boy, but the servant and Ambassador came from different provinces and couldn't understand each other. They found that their only common speech was English, and as they chatted Mr. Du Bois seized the opportunity to remark:

"This is a proof, your Excellency, that the English language is the commercial salvation of your country."

Wu wouldn't commit himself on that point, but he urged Mr. Du Bois to stop eating meat and said that if he would he could qualify to be a guest at a dinner which Wu said he meant to give in 1950 to President Taft, Col. Roosevelt and others of his friends, providing that they quit meat eating and so lived long enough to be present.

On his way home Mr. Du Bois stopped off in the Philippines and visited the Government stock farms, experimental stations and the various bureaus. He says that not even England has a better set of officers in charge of colonial work.

"They're all able fellows," he said, "and they could work wonders if they had a free hand." He seemed to think that the development of the Philippines was being greatly hindered by a too talkative native legislature which gave much energy to words and little to work.—N. Y. Sun.

COMPANY REPORT.

Hongkong Hotel.

The following figures represent the liabilities, assets and profit and loss account of the above named hotel for the six months ending June 30, 1911:

Profit and Loss Account.	
To bad and doubtful debts	\$2,421.61
By crown rent	507.93
By rate	3,395.50
By fire insurance	3,823.25
By interest	23,967.83
By "dividends" and sundries	3,200.00
By repairs and renewals	13,016.95
By balance to be appropriated as follows:	
By a dividend of	\$48,000.00
By write off furniture and fixtures	11,461.69
By transfer to repairs and renewals	10,000.00
By carry forward to new account	21,740.21
	\$120,881.81
By balance from 31st Dec., 1910	\$61,129.83
Less dividend	48,000.00
Less provision for furniture and fixtures	10,000.00
Less write off installation of electric light	5,000.00
Less written off steam launch account	1,000.00
	64,000.00
By rents of shops and hotel missions	35,790.00
By dividends on shares in public companies	167.00
By scrip fee	25.00
By bad debts recovered	57.69
By profit on hotel working account for the six months ending 30th June, 1911	165,068.39
	\$111,537.91

Balance Sheet.	
Liabilities.	
Capital:	
12,000 old shares at \$50 each (fully paid up)	\$600,000.00
8,000 new shares at \$25 each paid-up	200,000.00
	\$800,000.00
1,500 mortgage debentures (5%) at \$50 each	750,000.00
Less 536 held by the company	268,000.00
	482,000.00
Reserve fund	618,975.78
Sundry creditors	30,271.52
Unclaimed dividends	2,713.40
Hongkong and Shanghai Banking Corporation (current account)	363,516.17
Profit and Loss account, balance as per statement	91,201.81
	\$2,119,714.68

Assets.

Value of Marine Lot No. 5, and remaining portion of Marine Lot No. 3, and remaining portion of Marine Lot No. 7, and buildings thereon, as per last account	\$1,099,548.20
Marine Lot No. 288 (Praya Reclamation) and building ("Hotel Man-lions") thereon, as per last account	621,892.68
Rebuilding south block, put on account to date	361,030.91
Three Chinese houses on sections B.C. and D. of Island Lot No. 80, as per last account	33,000.00
Kowloon farm Lot No. 3, section A, as per last account	80,926.90
	2,146,398.69
Furniture and fixtures, as per last account	\$166,099.98
Less written off as per last report	10,000.00
	156,099.98
Since added	17,657.83
	173,757.81
Installation of electric light, as per last account	10,000.00
Less written off, as per last report	5,000.00
	5,000.00
Add out of south block installation	1,274.69
	9,274.69
Hotel steam launch, as per last account	1,500.00
Less written off as per last report	1,000.00
	500.00
Shares in public companies, as per last account	4,971.31
Stock of linen, crockery, glassware, &c., as per inventory	21,787.90
Stock of wines, provisions, household sundries and stationeries, as per inventory	19,757.34
Licenses attaching to 1911 B.	1,766.66
Fire insurance account (unexpired premia)	3,823.25
Sundry debtors	34,917.02
Cash in hand	256.01
	\$2,119,714.68

The directors' report was published on page 4 of our issue of yesterday.

PIRATICAL OUTRAGE

One Man Killed.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, August 5.

On the 3rd inst. a steam launch named Tung Wo, towing ten junks loaded with fish, left Kowloon for Kamelink. She was attacked by pirates near the waters of Sam-hop-shan. The pirates approached her in six boats used for carrying mulberry leaves and robbed the fishmongers to the value of several hundreds of dollars, besides killing one fishmonger.

The civil and military authorities there have already telegraphed to the Canton Viceroy regarding the tragic outrage.

FLOODS IN KOMING.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, Aug. 5.

The Magistrate of Koming district has reported by wire to the Canton Viceroy the destruction of the Taisha dyke by flood and damages to the paddy fields. About seventy per cent. of the crops has been destroyed, the people are very poor, and it is very difficult for them to recover from this catastrophe.

The Magistrate asked the Viceroy to relieve the sufferers. The Viceroy has directed the Provincial Treasurer to put aside \$10,000 for the relief of these sufferers, and to hand over the money to Deputy Ching, who will soon go to the scene of the disaster on inspection.

Prepaid Advertisements.

25 WORDS \$1 for 8 insertions or \$2 for one week.

BOARD AND RESIDENCE.—"HOMERIDGE," Morrison Hill, splendid view of the harbour, 11 minutes from Post Office by electric car; entrance 163, Wanchai Road. Apply at the house. [1289]

TO LET IMMEDIATELY.—A well furnished bedroom suitable for a bachelor at very moderate terms. Apply "ENGLISH," c/o "Hongkong Telegraph." [1286]

Intimations

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st January, 1912, as set out hereunder:—

Tenders will be received at the Office of the Government Secretary, Sandakan up to 12 o'clock noon on the 1st day of September, 1911, for the purchase of the exclusive privileges of the Farm enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1912.

The tenderer must state in his tender the annual sum offered for the Farm for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be framed on a sliding scale according to the number of coolies. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

The Farms above referred to are the ORION, SPUR, GAMBRING and PAVANOKISSE FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GINN, LIVERMORE & Co., at Hongkong.

The retail rates for Chara fixed by Government for the Opium Farm for 1912, 1913 and 1914, are those specified below, viz.:—

For every 3 bun packet	\$0.14
" 4 "	0.19
" 5 "	0.24
" 6 "	0.28
" 3 chi receptacle	1.450
" 1 talil	4.80

Hongkong, 19th June, 1911. [1219]

THE CANTON TROUBLE.

Viceroy's Warning.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, August 5.

The Tao-tai of the Constabulary has issued a notification for general information. In the notification the Tao-tai says that ever since the outbreak of the Canton revolt, he has repeatedly issued proclamations to pacify the minds of the people. He fails to understand why the people should have been so foolish as to place so much credence in the rumours of unrest circulated by the evil-doers and remove their families out of Canton.

The rumours always said that another rising was contemplated on a certain date, but on every occasion when the day came, nothing untoward happened.

This was sufficient to clear away all fears and anxieties from the minds of the people. Moreover, Canton, with its land and naval forces at hand, makes it impossible for the anarchists to resume their mischief. The Tao-tai advises the citizens to remain calm and stick to their homes and warns the evil-doers against any more circulation of unfounded reports, under severe penalty.

A FAMOUS BRIGAND.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, August 4.

The Canton authorities have received from their informers news of the return of the notorious brigand chief, Luk Lan Ching, to Canton. The robber is alleged to be in hiding among the villages outside the small eastern gate of the City. Mr. Ho Man Pin, a military official, has received instructions from His Excellency the Canton Viceroy to locate the whereabouts of the hiding bandit and bring him to justice.

Intimations

SOUTH MANCHURIA RAILWAY

SHORTEST & QUICKEST ROUTE BETWEEN THE FAR EAST & EUROPE via DAIREN. SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "K. K. Maru" and "Sakiko Maru" (each 3,877 tons) as follows:—

NORTH BOUND.

1st Class	Fares	Shanghai (Steamer).....Lv. Dairen (").....Lv. (S.M.R. Train).....Lv. Mukden (").....Lv. Changchun (").....Lv. (Russian Train).....Lv. Harbin (").....Lv.	6.00 a.m. 1.50 p.m. 2.05 " 8.30 " 9.30 a.m.	Thurs. Sat. Sun. Tues. Wed. Fri. Mon. Thurs. Sat.	State Ex-press for Moscow. Wagon Lits for Moscow. Express for St. Pet'g.
\$40					
Y14.95					
Y11.50					
R 9.60					

Connecting at Harbin with

SOUTH BOUND.

1st Class	Fares	Harbin (Russian Train).....Lv. Changchun (").....Lv. (S.M.R. Train).....Lv. Mukden (").....Lv. Dairen (").....Lv. (Steamer).....Lv. Shanghai (").....Lv.	11.20 a.m. 8.25 p.m. 10.30 " 5.10 a.m. 8.25 " 1.30 p.m. Noon	Mon. Wed. Fri. Tues. Thurs. Sat.	State Ex-press from Moscow. Wagon Lits from Moscow.
R 9.60					
Y11.50					
Y14.95					
Y40.00					

Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 6.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra FeeY8.00 SLEEPING CAR SUPPLEMENT.....Y5.00

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add.: "Mantetsu." Codes: A.B.C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Cheloo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT. SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "Mantetsu." Co's.: A.B.C. 5th. Ed. A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD. [17]

1st Class	Fares	Shanghai (Steamer).....Lv. Dairen (").....Lv. (S.M.R. Train).....Lv. Mukden (").....Lv. Changchun (").....Lv. (Russian Train).....Lv. Harbin (").....Lv.	6.00 a.m. 1.50 p.m. 2.05 " 8.30 " 9.30 a.m.	Thurs. Sat. Sun. Tues. Wed. Fri. Mon. Thurs. Sat.	State Ex-press for Moscow. Wagon Lits for Moscow. Express for St. Pet'g.
\$40					
Y14.95					
Y11.50					
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R 9.60					
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Honkong, 29th April, 1911



NOTICE.

We beg to inform our Customers and the Public generally that we have from this date adopted new labels for Gin imported and bottled by us.

A. FINEST OLD TOM GIN

will in future bear the label

SIR ROBERT BURNETT & CO.'S
OLD TOM GIN

Imported and bottled by A. S. WATSON & CO., LIMITED.

B. FINEST UNSWEETENED GIN

will in future bear the label

SIR ROBERT BURNETT & CO.'S
DRY GIN.

Imported and bottled by A. S. WATSON & CO., LIMITED.

A. S. WATSON & CO., LTD.

Hongkong, 28th June, 1910.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, TUESDAY, AUGUST 8th, 1911.

THE PARTING OF THE WAYS.

There are not many writers on Chinese affairs, who have had the courage to find any good in the works of the late Dowager Empress, Tzu Hsi, and it is somewhat refreshing to read the article on the question "Will the Manchus survive?" by Mr. J. O. P. Bland in the "National Review" (London). The passing of the Manchus, that inevitable result attendant on the progress of the Empire, is not without parallel in the history of other nations in the world. No race can ever hope to perpetuate its rule over a conquered people, and though they may prolong the period of their dominance, the time comes when they have taught the conquered race, all that they themselves know, and if, as is nearly always the case, a policy of hide-bound conservatism is one of the victorious people's political traits, the end comes sooner than where a progressive policy is followed. We have only to take the history of our own nation. We find that though the Normans conquered the Saxon race and held England in subjection the time came when the vanquished, having learnt all the Normans could teach, absorbed that race and gradually asserted its right to government. There were of course many factors in this gradual transition. The Normans in the first instance were a new race, they had a language of their own, which they lost, while as for tradition on which to build a lasting future, they had, comparatively speaking, none. The result we have already intimated. Nor does the parallel end here; many instances might be found in the histories of other nations, but this one will serve our purpose. The Manchu dynasty is even in a worse state; when they held China by right of conquest, they had originally a language of their own. This has gone, and the inhabitants of Manchuria, of whom only about one-tenth are Manchus, preserve little or nothing of the attributes of a dominant race. The people have neither literature nor enduring tradition capable of rousing them from the torpor of a lethargic decay. Tzu Hsi was one of those who realized that unless the Manchurian element was re-leavened the star of her people would become more and more in the descendant, and without much help from her kinsmen, by a mastery policy of *divide et impera* she maintained a precarious equilibrium which even she realized could not last for ever. Her only alternative was to pursue a policy of administrative and educational reform, a reform that in the long run will surely hand the reins of government into the hands of the true Chinese. She brought to her aid the Viceroy Yuan Shih-kai, the ablest and strongest man about her, and laid the foundations of a constitutional government. Then came the strongest factor of all; death removed her from the sphere of earthly politics and Yuan Shih-kai was forced by intrigue into a futile retirement. The policy did not disappear with the death of the originator; it fell into other hands and the situation was changed. Weakness has allowed Russia and Japan to work towards that "magnification which overlook Korea, and ultimate division at the hands of these 'guarantors' seems irrevocable.

It is at this particular juncture that the revolutionary party, as distinct from the young Chinese party, enter on the scene. We might say, at the very outset, that we have no sympathy with them. We have yet to learn that they have any policy, barring an anarchical subversion of the existing government, and what they have to put in its place is at present a profound secret. Even if the alternative they would provide were good their methods are bad, and hopelessly so. They appear to show no moderation whatever. There is no desire to give the present government a fair chance, and the wish to upset the present rule seems to be on parallel lines with the development of a latent dislike of the foreigner. The seditious writings that have from time to time come to public notice, are merely printed sheets of the vilest inflammatory vituperation. "Stab the Manchus and Chings," the title of one leaflet, is ample evidence in support of our contention and the propagandists of this policy of subversion, stand convicted by their own writings of an anarchy that is almost foreign to that understood by those of similarly named political tendencies in the west. Any serious outbreak, such as rumour foretells for Southern China, can have but one effect—the active interference of one or more of the powers. The Boxer incident is good enough precedent for that and the extreme revolutionary party cannot but defeat their own ends by resorting to violence. Young China realizes that reform must come through the education of the masses, not by the sudden subversion of Governments, and whether the answer to Mr. Bland's query, quoted at the commencement of our article, is in the affirmative or no, depends entirely on the Manchu dynasty itself, and the strength of their reform policy. Tzu Hsi realized what faced her race, she made a good commencement for a progressive future, and the ultimate prosperity of China, depends not on the machinations of dynamitists or "gun-men" but on the measures for reform taken by the Ta Ching dynasty which now stands at the parting of the ways.

DAY BY DAY.

We acknowledge receipt of a series of typhoon photographs from Messrs. Mac Cheong.

Derelict.

The body of a Chinese male about fifty-two years of age has been recovered from the Bowring-ton Canal, and conveyed to the mortuary.

Uttering Bad Notes.

A fisherman from Aberdeen, who was charged before Mr. J. E. Wood at the Magistracy with uttering forged notes, was remanded till to-morrow.

The body of a Chinese male, aged about 50 years, has been conveyed to the mortuary. He was found by the police in Queen's Road very ill, and as he was being taken to the hospital in the ambulance, he died.

Typhoon Warning.

The telegram quoted below was received at the American Consulate-General, Hongkong, from the Manila Observatory at 8 p.m.:—Manila, August 7, 6.10 p.m. Cyclone or typhoon W. of the Northern Ladrones or Mariana Islands direction unknown.

The Confidence Trick.

The old story of the confidence trick with a supposed bundle of notes in a handkerchief has again been told to the police. In this case it is a Chinese woman who has been "done down" to the extent of \$178.

Woman's Heavy Loss.

A Chinese woman, passenger on the Hai Ching, reports to the police, that whilst she was standing on the lower deck of the vessel, someone stole a purse from her, jacket containing the sum of \$134.

So Forgetful.

A London paper speaks of a young man who wrote as follows to a young woman:—"Dear Clara, I am sorry, but I'm getting so forgetful. I propose to you last night, but I really forget whether you said yes or no. This was the last we had. Dear Will—So I don't hear from you. I knew I said 'no' to some one last night, but I had forgotten just who it was."

Zoroastrian Appointment.

An extraordinary general meeting of the members of the Hongkong, Canton and Macao Zoroastrian Trust Funds held yesterday at their club premises in Shelley Street, for the election of a trustee to fill up the vacancy created by the recent death of Sir H. N. Mody, Kt., Mr. A. B. Avasia, yarn broker, was elected by a narrow majority of two votes.

Fills Circus.

The above well known circus has hit upon a happy idea when they engaged the Victoria skating rink in which to place their huge circus. The grand opening will take place on Friday night, Aug. 11th, 1911, when a special programme will be presented. The rink is central to all and bumper houses should be the result. The show will only exhibit for six nights.

An Abortive Accident.

A mild tragedy threatened to occur on the quay in Connaught Road shortly before ten o'clock this morning. A number of coolies were engaged in moving a loaded truck, when, somehow or other, they lost control of the unwieldy vehicle, which would almost have been precipitated into the harbour on top of the innumerable sampans had not the truck fortunately collided with an obstruction in the roadway, which effectually checked further progress of the flying vehicle, not before, however, it sustained a violent recoil, much to the discomfort of the coolies, who received a good shaking.

Viewing A Job.

A Chinese contractor of Ship Street reports to the police a striking instance of a new form of robbery. He was sitting in his shop yesterday when a man called upon him and asked for an estimate of the cost for carrying out repairs to a house. The contractor said that before he gave an estimate he would like to see the house. He was conducted to a house in Canton Road and while he was inspecting the job, three men came in, seized and bound him. After gagging the unfortunate contractor they went through his pockets and got clear away with \$120 in money.

Typhoon Warning.

We have received through the courtesy of the American Consulate-General the following typhoon warning:—The telegram quoted below was received from the Manila Observatory at 11.30 a.m. Manila, August 8th, 10.20 a.m. Cyclone or typhoon Pacific Ocean about halfway between the Mariana Islands and the Loochoos, moving W. or W.N.W.

The Hippodrome.

The advertisement appearing in one of the morning papers is apt to mislead patrons of the Hippodrome Circus at Causeway Bay. The Hippodrome has no connection whatever this time with the Circus opening at the skating rink. The Hippodrome will not be open until August 15th with the new Circus Company specially brought over from America, arriving by the s.s. Yarru on the 14th of this month.

The new company consists of 24 artists, and will make their debut before an Eastern audience on the 15th. As well as the above new artists, Barovsky, the famous Russian horse trainer, with his magnificent stud of 18 Russian and Hungarian horses, will make his first appearance here with the new troupe. Barovsky's name is a household word throughout the length and breadth of Russia as a trainer of horses.

He himself is a picture as he enters the ring, and the manoeuvres he puts the horses through makes one wonder how a trainer can bring animals up to such a pitch of perfection.

The Neighbourly Chinese.

The occupant of No. 51 Praya East, apparently suffered from a fit of nerves during the storm of the latter end of last week. At any rate he forsook his dwelling, as he was afraid of it collapsing. He not only left the house, but he did not return for a day or two, and during his absence some of his neighbours went in and cleared everything out. He reported the matter to the police and Sergt. Gerrard, armed with a search warrant, searched some houses suspected of containing the stolen goods. As a result five persons were arrested, two men and three women.

One man and two women were charged with breaking and entering, as regards the man, and with receiving stolen goods as regards the women.

For breaking and entering 3 months' hard labour was imposed, and for receiving 2 months in each case.

ORGAN RECITAL.

A very good attendance marked Mr. Donnan Fuller's organ recital in the St. John's Cathedral last night. The programme was exceptionally good and at the same time well within the title popular. Most worthy of note was Mr. Fuller's rendition of Gullmait's "Grand Choeur." The lower passages were played in a most sympathetic manner which brought into prominence the full tonal beauties of this excellent item. Beethoven's "Moonlight Sonata" and two of Mendelssohn's "Songs Without Words" together with the "Marche aux Flambeaux" were also rendered in excellent style.

In addition to the organ solos, Mrs. Stainer sang, Piccolomini's "Ora pro nobis" and Ed. Jones "Shepherd of Souls," assisted by a quartette made up as follows:—Mrs. Goldsmith and Messrs. J. W. White, S. Paul and C. A. Biden.

The first of the regular series of organ recitals will take place on Tuesday, September 5th, at 5.30 p.m., and the first Tuesday in each succeeding month.

GUNPOWDER DEPOT EXPLOSION.

Near Canton.

THE "TELEGRAPH" CORRESPONDENT. Canton, August 5. At 9 p.m. on the 2nd inst. an explosion occurred in the gunpowder depot inside the arsenal in Shik-ching, not far from Canton. It appears that owing to the dampness and to the heat, four cases containing gunpowder in the depot exploded. The depot was destroyed and a wall in the arsenal was torn away. Fortunately at the time of the explosion the rain came down in torrents, otherwise the damages would have been heavier.

ATTORNEY-GENERAL SUED.

Under the Liquors Ordinance.

A case of more than ordinary interest was heard at the Supreme Court this morning before a Full Court, consisting of the Chief Justice, Sir Francis Piggott, and Mr. Justice Gompertz, Paines Judge. The parties to the action were Messrs. H. Price and Company, Limited, wine and spirit merchants, of No. 12, Queen's Road Central, and the Attorney-General, Hon. Mr. C. G. Alabaster, who was sued for the recovery of the sum of \$1,650.38, being the amount of certain liquor duties paid in excess of the proper sum. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, appeared for the plaintiffs, and the Attorney-General, instructed by Mr. F. B. L. Rowley, Crown Solicitor, appeared in his own defence.

In the statement of claim, it was set out that under the provisions of Sub-Section 1 of Section 3 of the Liquors Ordinance, 1909, certain duties, which are set out in the sub-section, were payable upon certain kinds of intoxicating liquors therein specified, which, after the passing of the Ordinance (17th September, 1909) should be imported into, distilled, made or prepared in the Colony. It was also enacted by the said Sub-Section that it should be lawful for the Legislative Council at any time by resolution to alter and amend all or any such duties. By resolution of the Legislative Council passed on the 16th March, 1911, the duties referred to above were altered and increased. Subsequent to the 17th September, 1909, and prior to the 16th March, 1911, the plaintiffs imported large quantities of intoxicating liquors and placed same in a King's or Licensed warehouse in the Colony in accordance with the Ordinance. On various dates since the passing of the resolution, plaintiffs have taken delivery from the warehouse of certain liquors imported by them into the Colony prior to the 16th March, 1911. Before allowing them to take delivery, the Superintendent of Imports and Exports wrongfully demanded from the plaintiffs and insisted on the payment by them of the duty on such liquors in accordance with the scale set out in the resolution which had been passed by the Legislative Council. The plaintiffs claimed and claim that the duty properly payable by them in respect of such liquors so imported before the 16th March, 1911, should be in accordance with the scale set out in Sub-Section 1 of Section 3 of the Liquors Ordinance of 1909. In order to obtain possession of their goods, the plaintiffs were compelled to pay and paid under protest duty on such liquors in accordance with the scale set out in the resolution. The duty paid by the plaintiffs exceeded the duty payable in respect of such liquors by the sum of \$1,650.38. The plaintiffs now claimed:—1. Repayment 2. Costs.

Mr. Pollock stated that a considerable amount of correspondence had passed between the parties, which had the effect of holding down the pleadings. It was not necessary to read the pleadings.

Their Lordships concurred.

Continuing, Mr. Pollock said that the plaintiffs had been in the habit for some time past of importing liquors by sea for the purposes of their business. The liquors in question in that action were imported by them under the provisions of the Ordinance of 1909. After those liquors were imported and before they had removed them from the King's warehouse, there was passed a resolution by the Legislative Council increasing the liquor duties.

The Chief Justice.—Is it a bonded warehouse?

Mr. Pollock.—Yes, and in both warehouses the liquors are held in bond.

Proceeding, Counsel said the only duty their Lordships would have to consider was that in respect of liquors imported by sea. The Court would also have to consider the power and competence of the Legislative Council to pass the resolution in question. His

point was that the resolution applied to all liquors imported after the resolution had been passed, and not to liquors still in bond. It was admitted by the defence that the sum in dispute had been paid under protest. Their Lordships had to consider the true construction of the Ordinance and the effect of the resolution of the Legislative Council as regards the importation of liquors prior to the passing of the resolution. Assuming that the Legislative Council by using certain language declared that it conferred a retrospective effect on the resolution, that would not be correct argument, because they could have no more power than what was conferred on them by Ordinance.

The Attorney-General submitted that it was the clear intention of the Legislature that any liquors imported into the Colony before the passing of the resolution should be allowed to go free. Liquors imported after the passing of the resolution should pay duty according to the tariff in force on the day on which the duty had to be paid. The trade was allowed to put their stocks in bond if they so wished, but if they did so, they got certain privileges, but at the same time they ran certain risks. The privileges were these. Instead of paying duty on imports, if they chose to export their stocks, they would not be required to pay any duty; another advantage was that they would not lose interest on duty. They would merely have to take out of bond small stocks from time to time as were required for sale. The risk was that the duty was liable to be increased by the Legislature while the stocks were in bond. If long notice of the intentions of the Legislature were given to the trade, the object of the Legislature was likely to be defeated, because the traders would rush in stocks at the old rate and so escape payment of the new tax and pay the old rate. It was perfectly clear that that was the object of the mover and seconder of the resolution, namely, to prevent such an occurrence. It would be impossible to frame estimates if people were allowed to come in and pay different rates on liquors. It would be impossible for the staff of the Imports and Exports Department to know exactly the day on which any given liquors were imported. They knew that liquors in bond have not paid duty, otherwise they would not be in bond. Section 3 gave the trade a loophole for escape, as, if they exported the liquors they would not be required to pay duty, so the trade was not hit at all.

The Chief Justice said that only one meaning could be placed on the word "hereafter," and that being so, the law should be applied to it.

The Attorney-General.—The word "hereafter" did not appear in the resolution.

The Chief Justice.—It ought to have appeared.

The Attorney-General.—It would possibly be *ultra vires* if the word "hereafter" appeared in the resolution, but it did not.

Continuing, Mr. Alabaster submitted that the trade was given every protection. No burden was placed on the trade.

The Paines Judge.—The fact of the matter is that instead of placing the burden on the trade, it is put on the unfortunate consumer.

Mr. Pollock proceeded to reply. After the fifth adjournment, Mr. Pollock continued his reply to the Attorney-General's argument. His friend had tried to make out that no hardship was inflicted on the trade but that was not so. It was surely a hardship. Take the case of a steamer having liquors on board, put of which were the liquors of Messrs. Price and Company. If they wanted to make use of the liquors, they would have to clear them at the old rate of duties. It was suggested that because they had no immediate use for the liquors, they should have to pay a higher duty. Why should Price and Company be in a different position from other importers in respect of liquors which arrived by the same ship and at the same time, long before the resolution was passed, just because the liquors were passed into a licensed warehouse? Surely, that was a hardship per se? If the Attorney-General's argument was to prevail, Price and Company,

in order to make up for the increased duty, would have to raise their price in excess of the prices charged by the other dealers, which would constitute a preference in favour of the other dealers. They also had a grievance from another point of view. They were entitled to say to Government: "You have allowed us to bring liquors upon a state of law which permitted us to clear on a certain scale." Surely, it would be unfair on Price and Company, if the scale upon the faith of which—he was not putting it more strongly—they had imported the liquors suddenly vanished.

The case was proceeding when we went to press.

THE MOROCCAN QUESTION AND INSURANCE.

RATES INCREASED IN HONGKONG.

War Rate to be Charged.

Information having reached our ears as to a development in the marine insurance of the colony, we took steps to verify what we have heard. It appears that during the past week and in one case in particular on Tuesday, instructions were received from the chief offices of the various insurance firms represented here, that in new insurances war rates were to be charged.

Enquiries made by our representative show that the tension between European powers had forced the underwriters in Europe to charge the war rate which at present was only a nominal increase upon present rates.

One gentleman, prominently concerned in the marine insurance business of the colony, courteously explained what the increase meant. He said:—

"This has been done because of the possibility of a European war."

"The Moroccan imbroglio?"—

—was the next question.

"Quite so," replied our informant.

"Is the increase much above ordinary rates?"

"No, only a nominal increase of about one-eighth includes all war risks at present."

"I suppose the rate can be changed?"

"Yes. The rate is susceptible to momentary changes dependent upon the situation; it might be increased or reduced according to the state of things."

It was pointed out that shipping people were not bound to insure at the war rate if they were not afraid that war would break out. The payment of the extra one-eighth meant the deletion of the following clause from the ordinary policy:—"Warranted free from capture, seizure and detention and the consequences thereof, or of any attempt thereof, piracy, excepted, and also from the consequences of riots, civil commotion, hostilities or warlike operations, whether before or after the declaration of war."

TO SUPPRESS GAMBLING.

Drastic Measures.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, August 4. Not long ago His Excellency the Canton Viceroy directed the Provincial Judge and the Taotai in charge of the Apprehending and Arresting Bureau, jointly to consider the enforcement of some regulations specially drawn up for dealing with the gamblers resorting arrest.

The two officials have jointly and carefully considered the regulations and submitted the draft to His Excellency the Viceroy for consideration and approval. According to these regulations, gamblers offering resistance to their captors with arms, weapons, or any other fighting tools, including poles, sticks, etc., are to be dealt with in accordance with the policy of "killing no murder."

This drastic step is aimed at frightening the desperate gamblers, and its enforcement has won the approval of the Viceroy. The Provincial Judge and the Taotai in charge of the Apprehending and Arresting Department have been instructed by His Excellency to notify the civil and military authorities, throughout the Province of the same.

SPECIAL
TELEGRAMS.NEW STEAMSHIP
SERVICE.

["INDEPENDENT NEWS" AGENCY.]

Tokio, August 8.

The Nippon Yusen Kaisha has decided to open a new regular steamship service, in September, to Moji, Hongkong, Singapore, Penang, Rangoon and Calcutta.

Four steamers of some 3,000 tons displacement will be used for the new service.

REUTER'S
TELEGRAMS.

SOCIALIST MEETING.

INSULTS THE KING.

[SERVICE TO THE "TELEGRAPH."] London, August 7, 8.50 a.m.

The Police have broken up a meeting of Socialists in Dublin, at which the speakers insulted the King.

Two women were arrested.

DOCKERS' STRIKE.

NO IMPROVEMENT.

[SERVICE TO THE "TELEGRAPH."] London, August 7, 2.20 p.m.

Sir Albert Rollitt's (the umpire) award in the arbitration regarding the dockers' strike has relieved the tension, but the situation otherwise has not improved.

60,000 MEN IDLE.

It is expected that sixty thousand men will be idle to-morrow.

THE LIGHTERMEN.

The lightermen at the docks and the coal porters will confer with their respective employers, to-morrow, under the auspices of the Board of Trade, as regards the bringing about of a settlement.

RISE IN PRICE OF FOOD.

As a consequence of the strike, there is in London a rise in the price of food.

ON THE MEDWAY.

The Medway ports are affected by the strike, and the shipment of Government stores has been impeded.

AT MANCHESTER.

The strike in Lancashire, which started on the 6th instant, is spreading to Manchester and other places in the country.

Twelve thousand men are out on strike.

REUTER'S
TELEGRAMS.

ANCHOR LINER.

RUNS AGAINST AN
ICEBERG.

[SERVICE TO THE "TELEGRAPH."] London, August 7, 4.35 p.m.

A New York despatch says that the Anchor Line's Columbia collided with an iceberg off Cape Race in the fog.

Her bows were stove in, and tons of ice fell on the decks. After undergoing a most narrow escape, the steamer managed to reach New York unassisted in four days.

HEALTH OF THE POPE.

SLIGHT RELAPSE.

[SERVICE TO THE "TELEGRAPH."] London, August 8, 1.45 a.m.

A despatch from Rome says that the Pope of Rome has suffered from a slight relapse, owing to cold and gaily pains.

His doctors have advised His Holiness to remain in his room meanwhile.

EX-PRESIDENT
ROOSEVELT.

AND THE STEEL TRUST.

[SERVICE TO THE "TELEGRAPH."] London, Aug. 7, 10.20 a.m.

From Washington comes an announcement that ex-President Theodore Roosevelt, voluntarily testifying before the Congressional Commission of investigation into the methods of the Steel Trust, accepted entire responsibility.

The ex-President criticised much the sale of the Tennessee Coal and Iron Company to the Steel Corporation, but declared that the deal stopped the panic of 1907.

Mr. Roosevelt added that whatever was done was absolutely wise and right.

POLITICAL SITUATION.

IN ENGLAND.

[SERVICE TO THE "TELEGRAPH."] London, August 7, 10.15 p.m.

In the continued debate on the Parliament Bill in the House of Commons, the Liberals good-naturedly chaffed the members of the "No surrender" section of the Unionist Party and ridiculed the idea of a revolution.

Mr. F. E. Smith contended that Mr. Asquith (the Premier) had given the advice to the Crown regarding the creation of Peers because Mr. Redmond, the Leader of the Irish Nationalists, had ordered it, and urged the Unionists not to submit to a campaign of bluff.

MR. BALFOUR'S ASSERTION.

Later.

The Right Hon. A. J. Balfour, Leader of the Opposition, affirmed his previous statement that the Ministers of the Crown had abused their powers and put themselves above the Constitution for Party purposes.

Their action, he said, would prevent the country from pronouncing upon the question of Home Rule.

Mr. Balfour thought that the Ministers should be especially careful in advising a new Sovereign, whom their advice placed in a crucial position, and said he believed the advice was given eight months ago.

REUTER'S
TELEGRAMS.

H.M. THE KING.

[SERVICE TO THE "TELEGRAPH."] London, Aug. 7, 11.20 p.m. His Majesty King George V. returns to London to-day.

STRIKE COMPLICATIONS.

CARMEN AND DOCKERS.

[SERVICE TO THE "TELEGRAPH."] London, August 7, 11.20 p.m.

The seriousness of the strike situation is made worse, owing to the carmen and other workers now coming out on strike.

Consequently, although the demands of twenty thousand dockers in London have been conceded, they refuse to resume work until the demands of all the workers have been satisfied.

London is thus more seriously hampered than hitherto, while the Transport Workers' Federation threatens to bring out one hundred thousand men unless there is a speedy settlement.

CONSPIRACY TRIAL.

IN INDIA.

[SERVICE TO THE "TELEGRAPH."] London, August 7, 11.20 p.m.

At the Calcutta Sessions, the presiding Judge, disagreeing with the finding of the native assessors that the accused parties in the Dacca conspiracy case were not guilty, and that the Government evidence was unreliable, held that the conspiracy had been sufficiently proved, and sentenced three of the accused to transportation for life and others to various terms of imprisonment. Five of the accused were discharged.

PREMIER'S ILLNESS.

Sir Francis Knollys, of the Royal Household, called on the Right Hon. H. H. Asquith, the Premier, before the latter went to the House of Commons.

COMPANY MEETING.

Hongkong, Canton and Macao Steamboat Co., Ltd.

The half-yearly meeting of the shareholders of the Hongkong, Canton and Macao Steamboat Co. was held this morning at the company's offices in Hotel Mansions. Those present were:—Messrs. R. Fuhrmann, Hon. Mr. C. N. Ross, F. A. Gomes, H. A. Sieb, F. Lieb, F. H. Armstrong, G. Friesland, Directors; Mr. E. Clarke, secretary; Dr. J. W. Noble, Chan Sin Ki, D. McDonald, J. Arnold, J. M. Machado, A. Dapisa, F. F. A. Bane, A. H. M. da Silva, and Herr Van Wison, shareholders.

The secretary having read the notice convening the meeting the Chairman said:—Gentlemen, The report and statement of accounts having been in your hands for the usual period, we will, with your permission, take them as read. The result of the half year's working under review will, we hope, be considered very satisfactory by the shareholders, and we trust that the proposed appropriations of funds will meet with your approval.

Turning to the balance sheet you will notice a fair improvement in the net earnings of steamers compared with 1st and 2nd half of 1910. This increase is partly due to economies effected and to the abnormal passenger traffic from Canton during April and May owing to the political disturbances in that city. These events, disagreeable as they were at the time, did not in any way adversely affect the Company's business. Latterly the traffic became quite normal, and we hope, with continued peace and prosperity, for a further increase in our carrying trade.

You will remember, in the speech of my predecessor in the chair at our general meeting in February, 1910, your attention was drawn to the decrease in our freight and passenger traffic with Macao. Since we last met, the energetic acting governor of that

Colony has started a practical scheme for dredging the approach to the port, and other improvements. When the scheme is completed and the former prosperity of the colony returns, I have no doubt this company will share in the general improvement in trade.

One other matter I should like to mention, and this is the possible effect of the opening of the railway for through traffic between Hongkong and Canton will have on our business. Shareholders would probably like to know the views of your board on this important matter and in making this statement, I voice the opinion of my colleagues that, without being too optimistic, I think the shareholders of the company have no need to fear any general adverse effect from these new competitors. Although no negotiations have yet taken place, I have no doubt some amicable arrangement can be made for the working in some departments for the mutual benefit of both parties. As our third class stock fares are so very cheap coupled with the general facilities for comfort offered, we do not expect any competition in this line of our business. Owing to the fact that we now carry many goods, both imports and exports, at rates of freight varying from 1-3rd of a cent to two cents per ton per mile, we do not think it probable that the railway could compete with us and yet make a profit. However, you may rest assured that your Board will be very careful of your interests in regard to this particular question.

Investments in public companies, as usual, have been adjusted in accordance with the quotations current on 30th June. The loss in exchange by subsidiary silver during the six months' working amounted to \$28,276.48. I do not think of anything else calling for special mention, but should any shareholder require any further information, I shall have much pleasure in answering any questions.

There being no questions, gentlemen, I beg to propose the adoption of the report and statement of accounts as presented. Seconded by Mr. —

It is proposed by myself and seconded by Mr. F. F. Buno that the report and statement of accounts as presented be passed. Carried.

In accordance with the Articles of Association, Messrs. F. A. Gomes and R. Fuhrmann retired from the board by rotation, but being eligible, offered themselves for re-election.

Mr. McDonald proposed and Mr. Denison seconded the re-election of Messrs. F. A. Gomes and R. Fuhrmann, as directors. Carried.

The retiring auditors offered themselves for re-election. It was proposed by Mr. F. F. Buno, and seconded by Mr. Machado that Messrs. A. O. D'Gourdin and W. H. Potts be elected auditors for the ensuing half-year. Carried.

The Chairman:—That concludes the business of the meeting, gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

THE EDUCATION OF
PRINCESS MARY.

A matter that is causing the Queen much anxious thought at the moment is the future education of her only daughter, Princess Mary. Had it been at all possible, the Queen would have liked to have given her daughter the advantage of a temporary residence on the Continent, preferably in Italy. It may be remembered that, as a girl, Queen Mary spent a few years in Florence with her parents, and it is her recollection of the benefits she received from this stay that makes her anxious that her daughter should do likewise. What will probably be done will be that the Queen and the Princess will pay prolonged visits to the Continent every spring, visiting different parts in turn, in order that Her Royal Highness may study abroad and have her ideas widened.

COMPANY REPORT.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

The following is the ninety-second report of the court of directors of the Hongkong and Shanghai Banking Corporation which will be presented to the shareholders at a meeting to be held in the City Hall on the 19th inst.:

The Directors have now to submit to you a general statement of the affairs of the bank, and balance sheet for the half-year ending 30th June, 1911.

The net profits for that period, including \$2,039,151.91, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$6,232,844.16.

The directors recommend the transfer of \$500,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$16,750,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$4,717,844.16, out of which the directors recommend the payment of a dividend of two pounds sterling per share, viz.: \$240,000 which at 1-9-12, the rate of the day, will absorb \$2,679,069.77. The balance \$2,038,774.39 to be carried to new profit and loss account.

Directors.

Mr. S. A. Levy and Mr. W. Logan having resigned their seats, Mr. C. S. Gubbay and Mr. E. Shellim have been invited to fill the vacancies.

Mr. Henry Keswick, the chairman, who has been absent on leave, has resigned his seat as he is not returning to the Colony. The Hon. Mr. C. H. Ross has been invited to join the board.

The above appointments require confirmation at this meeting. Mr. G. H. Medhurst has been elected chairman for the remainder of the year and Mr. E. Shellim, Deputy Chairman.

Auditors.

The accounts have been audited by Mr. W. Hutton Potts and Mr. C. Gordon Mackie, the latter acting for Mr. J. W. C. Bonnar, who is absent from the Colony. G. H. Medhurst, Chairman.

To-day's
Advertisements.

HONGKONG ICE CO., LTD.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an Interim Dividend for the half year ended 30th June 1911, of Two Dollars per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 16th instant. The TRANSFER BOOKS of the Company will be CLOSED from 10th instant to 14th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, 8th Aug., 1911. [1303]

TO LET.

FROM 1st September to 31st December, 1911, FIRST Floor, Mercantile Bank of India Ltd., BUILDINGS,

Apply at the Bank—C. BEATH, Manager, Hongkong, 8th Aug., 1911. [1305]

RIGHTS, DUTIES & LIABILITIES OF SHAREBROKERS.

EVERY Man and Woman in Hongkong should read the series of Articles appearing

in the

"HONGKONG TELEGRAPH"

on

THE RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS.

The law is clearly stated.

The Faults of the Hongkong system, explained.

Two Articles have already appeared, but back numbers can be obtained on application.

Further instalments will appear on Saturdays until completion of the series.

Don't Miss Them. They will interest you deeply, and are worth preserving.

"HONGKONG TELEGRAPH."

47, Des Voeux Road Central.

Hongkong, 8 Aug., 1911. [1304]

MILK
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's
Advertisements.BREAD! PASTRY!!
CONFECTIONERY!!!

HIGH CLASS QUALITY.

DELIVERIES EVERYWHERE.

THE ALEXANDRA CAFE

16, Des Voeux Road C.

Next to Hongkong Hotel.

Tel. No. 969.

Hongkong, 8th Aug., 1911. [1301]

ORIENTAL BREWERY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the price of ICE is REDUCED to One Cent per lb from this date.

E. J. WATERMAN,

General Manager.

Hongkong, 8th Aug., 1911. [1302]

THE SHOW OF SUCCESSES

FRANK FILLIS.

GREAT EUROPEAN CIRCUS.

Grand Opening, Friday, August 11th, 1911, in the Victoria Skating Rink, opposite the Central Market, Hongkong. A multitude of New Novel, Daring and Thrilling Acts will be presented.

Seating Accommodation for 3,000 people and all comfortable.

Popular prices prevail. Booking plan at

ROBINSON PIANO Co.

D. B. MCPHERSON,
MANAGER.

Hongkong, 8th Aug., 1911.

[1309]

HIPPODROME CIRCUS AND
MENAGERIE.

WAIT FOR THE NEW SHOW

OPENING AT CAUSEWAY BAY

On or about August 15th, 1911.

Notice the Location.

Notice the Date.

[1286]

CLIFFORD WILKINSON'S
TANSAN.

The ONLY genuine "Tansan."

From the famous Takaradzuka Springs in Japan.

A Specific for Gout, Rheumatism, Bowel and Liver Complaints.

Hundreds of Testimonials from Medical men.

As a Thirst Quencher it has no equal.

Sole Agents:—

H. PRICE & CO., LTD.

Hongkong, 2nd August 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.
R.M.S. "MONTEAGLE" calls at MOI instead of Nagasaki.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.
From Hongkong
Satur., Aug. 12. "EMPEROR OF BRITAIN" Fri., Sept. 8.
"EMPEROR OF INDIA" Satur., Sept. 2. "ALLAN LINE" Fri., Sept. 29.
"MONTEAGLE" Tues., Sept. 12. "EMPEROR OF IRELAND" Fri., Oct. 20.
"EMPEROR OF JAPAN" Satur., Sept. 23. "EMPEROR OF CHINA" Fri., Nov. 10.
"EMPEROR OF CHINA" Satur., Oct. 14. "ALLAN LINE" Fri., Nov. 10.
From St. John
"EMPEROR OF INDIA" Satur., Nov. 4. "EMPEROR OF BRITAIN" Fri., Dec. 1.
"Emperor" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port £43 Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

SHANGHAI, KORE & MOJI } FOOKSANGT* ...Wed., 9th Aug., 9 p.m.
SINGAPORE, PENANG & CALOUTTA } KUTSANG* ...Wed., 9th Aug., Noon.
MANILA, LOONGSANG* ...Saturday, 12th Aug., 2 p.m.
SANDAKAN, MAUSANG* ...Saturday, 10th Aug., Noon.
MANILA, YUENSANG* ...Saturday, 19th Aug., 2 p.m.
RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang", "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Nowohwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215.
General Managers.
Hongkong, 7th August, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE AND PORTLAND (Or) via
SHANGHAI AND JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ORTERIO"	11,000	Jas. Findley	August 9th.
"SUVERIO"	11,000	P. Cowley	August 22nd.
"KOMERIO"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 4th August, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijlbas		JAVA	.....	1st half Aug.
Tijlmah		JAPAN	.....	1st half Aug.
Tijlkin		JAPAN	.....	1st half Aug.
Tijlkat		JAPAN	.....	1st half Aug.
Tijltjap		JAPAN	.....	1st half Aug.
Tijltjap		JAPAN	.....	1st half Aug.
Tijltjap		JAPAN	.....	1st half Aug.
Tijltjap		JAPAN	.....	1st half Aug.
Tijltjap		JAPAN	.....	1st half Aug.
Tijltjap		JAPAN	.....	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Yok Building.

Telephone No. 375
Yok Building.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	IYO MARU, Capt. K. Takeda, Tons 7,000 HIRANO MARU, Capt. H. Fraser, T. 3,000 DEN OF CROMBIE, Capt. Tons 7,000	WEDNESDAY, 16th Aug., at Daylight WEDNESDAY, 30th Aug., at Daylight THURSDAY, 17th August.

VICTORIA, B.C., & SEATTLE... SATURDAY, 12th Aug., from KOBE

VICTORIA, B.C., & SEATTLE via KRELOVO, SHANGHAI, MOI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA
AWA MARU, Capt. Itizawa, Tons 7,000
INABA MARU, Capt. S. Tomihaga, Tons 7,000
TUESDAY, 15th Aug., at 4 p.m.
TUESDAY, 12th Sept., at 4 p.m.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....
YAWATA MARU, Capt. T. Sakine, Tons 5,000
FRIDAY, 1st Sept., at Noon.

KOBE & YOKO... KAMO MARU, Capt. Sommer, Tons 3,000
THURSDAY, 17th Aug., at 11 a.m.

N'SAKI, KOBE & YOKOHAMA... NIKKO MARU, Capt. M. Yagi, T. 6,000
WEDNESDAY, 30th Aug., at Noon

SHANGHAI, MOI & KOBE... BOMBAY MARU, Capt. J. Teramaka, Tons 5,000
WEDNESDAY, 16th August.

† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$80
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
Manager.CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
HONGKONG & HAIPHONG	"SUNGKIANG"	9th Aug. 10 a.m.
MANILA, CEBU & ILOILO	"TANING"	9th " 2 p.m.
SHANGHAI	"LINAN"	10th " 4 p.m.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	11th " 4 p.m.
SHANGHAI	"CHINHUA"	12th " 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS...	"TAIYUAN"	17th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly,
S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE.—Twin Screw Steamers "Tan" and "Taming," saloon accommodation midships; electric fans fitted; extra state-rooms on deck aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 88,
Hongkong, 4th August, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to

Marseilles, Havre, Bremen and Hamburg and to New York.

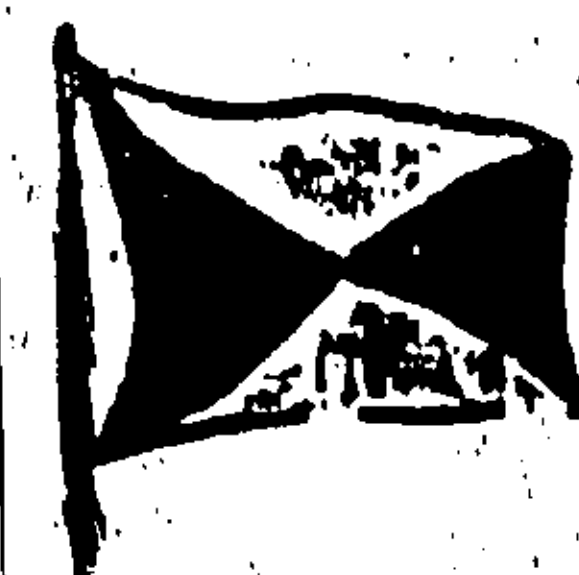
Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. Ale is 9th Aug.	S.S. "Sogoria" 12th Aug.
For Kiel, Hamburg & Antwerp:	S.S. "Saxonia" 14th Aug.
For Havre & Hamburg:	S.S. "Silesia" 22nd Aug.
For Bremen & Hamburg:	S.S. "Rugia" 24th Aug.
For Further Particulars, apply to—	For Marseilles, Havre & Hamburg:
	S.S. "Aleia" 16th Sept.

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 8th August, 1911.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
CAIRO...	4000	M. C. Smith	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 p.m.
RUBI	4000	S. Croby	MANILA, CEBU & ILOILO	MONDAY, 21st Aug., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd August, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,
24, Des Vaux Road.

Telephone 118,
Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	28th July	Tuesday, Aug. 22.
EASTERN	28th Aug.	Saturday, Sept. 16.
ALDENHAM	9th Sept.	" Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting at San Francisco with the WESTERN
PACIFIC RAILWAY.

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (Capt. W. E. Filmer).

will be dispatched from Hongkong on the 18th August next, at Noon, via SHANGHAI and NAGASAKI to KOBE where passengers and cargo will be transhipped to the new and improved triple screw turbine steamer

"SHINYO MARU" (Capt. H. S. Smith), the latest addition to the trans-Pacific service, and a sister ship of the s.s. "TENYO MARU" and "CHIYO MARU."

This new turbine steamer is replete with every modern convenience, including a Palm Garden on the Bridge Deck; all state-rooms are outside rooms.

SOUTH AMERICAN LINE.

In connection with the National Railways of Mexico at Manzanillo. The only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

Steamer	Tons	Date of Sailing.
Kiyo-Marui	17,500	Tuesday, 15th August, at Noon.

The s.s. "KIYO MARU" will be dispatched from Hongkong via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALZAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 22nd August next, at Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Agent,
KING'S BUILDING (Opposite Blake Pier).

COMMERCIAL.

BULLION.

Messrs. Samuel Montagu & Co.'s Circular dated London, July 13, contains the following:—

Gold.—The Continental demand having come to an end, the bulk of the arrivals of bar gold, of which over £500,000 was disposable, will be sent into the Bank of England after due provision for India and the trade. Owing to the passing of the marriage season, the requirements for India are on a greatly reduced scale.

The following amounts were received by the Bank:—

July 7 & 8, 1900 in sovereigns from France.
" 8 " 100,000 " " from Egypt.
" 8 " 150,000 " " from France.
" 8 " 6,000 " " from Australia.
" 10 " 6,000 " " from France.
" 11 " 48,000 in bar gold.
" 11 " 7,000 " sovereigns from France.
" 12 " 8,000 " sovereigns from France.
" 12 " 232,000 in bar gold.
There were no withdrawals, and the total influx is therefore £505,000.

Silver.—The market continues to be in a mildly vacillating mood. A few orders have come from China, India and the Continent—the latter includes a tender of £20,000 accepted yesterday by the French Government. The Indian demand was mostly on account of Calcutta. Fluctuations have been confined within one-eighth of a penny in the case of silver for prompt delivery, and the range for two months was the same, although the premium for that delivery rose on the 8th instant from 1 1/16d. to 1 1/8d. on that day only.

During the last three months the average monthly cash quotation has varied less than one-eighth of a penny. We attribute this lack of elasticity to the readiness on the part of the Indian speculative group to sell part of their stock to the Indian bazars whenever the price shows a tendency to rise, notwithstanding the heavy loss consequent upon these sales.

Our last advices from India inform us that almost the whole of the stock in Bombay belongs to the group in question; this is, of course, exclusive of their heavy holdings on this side. The absence of speculative interest in other quarters is marked. The outflow in India has dropped to 75 bars a day, and the stock has fallen slightly to about 10,800 bars, whilst that in Shanghai has increased by £100,000.

A shipment of £50,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, July 14, says:—

Again we have to report a very lifeless and inactive silver market with the quotations only varying between 24 5/16d. and 24 7/16d., to-day's quotation being 24 3/8d. Shanghai has been very quiet, but Hongkong has made some small purchases, and there has also been a small tender for the Paris Mint. The monsoon reports continue to be fairly satisfactory, and some of the Indian Bears have thought it advisable to cover their sales, but the upcountry demand is now reduced to less than £10,000 per day. The P. & O. steamer this week takes about £150,000 in silver to Bombay, where stocks have been reduced to 10,800 bars.

Gold.—The Continental demand appears to be satisfied and the requirements for India very much smaller, so that nearly the whole of this week's arrival was secured by the Bank of England. During the week the Bank has received £376,000 in bars and coin, whilst £300,000 in sovereigns have been withdrawn for Constantinople.

LOG BOOK.

The Empress of China.

The Japan papers give the following details respecting the accident to the Empress of China:

The spot where the Empress ran ashore, says the "Japan Chronicle," is known as Merasaki, near the Noshima Light, outside Tokyo Bay, and is not far from the spot where the ill-fated Dakota met her doom. On news of the stranding being received in Yokohama, the N.Y.K. steamer Matsuyama-maru, with Lloyd's surveyor, Captain Tippet, on board, left for Merasaki to take the mails off the Empress. Mr. Payne, the Yokohama agent of the C.P.L., who was a passenger on the stranded liner, applied to the Navy Department, through the British Embassy, for a warship to be sent to render assistance, and in response to this request the cruiser Aso was sent to the scene of the accident.

The "Mainichi" publishes an account of a visit to the wreck by a representative of the journal, who proceeded to the scene of the accident on board the N.Y.K. Matsuyama-maru, which vessel was sent from Yokohama to render assistance. The correspondent thus describes his experience:—

"We arrived off Shirahama at 8 p.m. on the 27th July (Thursday), but were unable to approach the wrecked steamer on account of the high seas running. At daylight next morning we could see the Empress on the rocks, with a slight list to starboard, and a little smoke was coming from one of her funnels. The steamer was about a mile and a half south-east of the Noshima Light, and about a quarter of a mile off Shirahama. The vessel's head was turned straight in the direction of Shirahama. A boat was lowered and we boarded the steamer, and made a careful inspection of the damage. A large hole has been made in the bottom of the steamer below the engine-room, which is full of water, and there seems to be no hope of refloating the vessel. It is impossible for steamers to get close to the Empress, owing to the heavy seas, and in the event of a severe storm coming on, the vessel will become a total wreck. The cargo, raw cotton and general, is to be discharged shortly, and I learn that more than half of it is for Kobe."

The "Japan Gazette" says that as far as can be gathered from arrivals from the scene of the wreck, the vessel was steaming very slowly at the time of the accident, and the impact was not severely felt by the passengers. The severe gale of Tuesday night and Wednesday morning was felt, the waves being about twenty feet high, but the Empress weathered it in a very seaworthy manner, and on Wednesday afternoon, when the weather cleared and the sun shone through, all on board were congratulating the ship's officers on navigating the vessel safely through the storm, and all were looking forward to reaching Yokohama on Tuesday morning. At about half-past five the passengers noticed the vessel was steaming "dead slow," and somewhere about six o'clock it ran aground. Among the cabin passengers there was no excitement, but among the steerage passengers there was some alarm for a few minutes. The Captain and officers did their best to allay all fear, and to assure all on board that there was no danger. On arriving on deck the passengers found a dense fog enveloping the neighbourhood, but within half-an-hour this suddenly lifted, and then it was seen that the vessel was ashore on a ledge about four hundred yards from the beach, the bow pointing shorewards. As soon as the fog lifted, and the position of the vessel was seen from the shore of Shirahama, the fishermen put off in sampans, and in these boats the passengers were taken ashore. The cabin passengers were conveyed first to a primary school, and then to a Japanese temple in the village, where everything was done by the ship's officers for their comfort, while the steerage passengers were accommodated at various Japanese inns.

Intimations

AERTEX CELLULAR.

COOLEST & MOST COMFORT-ABLE UNDERWEARE

THE SUMMER HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1253]

DEAR TRAMWAYS CO.

LIMITED.

TIME TABLE.

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.	8.00 a.m. to 9.00 a.m. " 10 min.
9.00 a.m. to 10.00 a.m. " 15 min.	10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.	12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.	1.45 p.m. to 2.15 p.m. " 15 min.
2.15 p.m. to 3.00 p.m. " 15 min.	3.00 p.m. to 4.10 p.m. " 10 min.
4.10 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 min. or.	

NIGHT CARS.

SUNDAYS.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road.

JOHN D. HUMPHREYS & SON.

General Managers.

Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician,

14, D'Aguiar Street,

Hongkong.

24th July, 1911. [1292]

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

and

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1908. [141]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,

FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

GRAVING DOCK

78ft. by 8ft. by 8ft. 6in.

Pumps empty Dock in

2-3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for

mounting ships with most efficient result

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery.

Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STRAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARINIA	About 10th Aug.	Freight and Passage.
LONDON & ANTWERP	SYRIA	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SURDA	Near 21st Aug.	Freight and Passage.

For Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, 31st July, 1911.

E. A. HEWETT, Superintendent.

[4]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STRAMERS.

TO SAIL ON

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG

LUZOW

WEDNESDAY, 9th August, at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA

PRINZ LUDWIG

WEDNESDAY, 9th August, at 4 p.m.

MANILA, YAP, MARROON, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE

PRINZ WALDEMAR

SATURDAY, 12th August, at 4 p.m.

KUDAT & SANDAKAN

BORNEO

MIDDLE of AUGUST.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telephones.

For full Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 27th July, 1911. [7]

DRAGON CYCLE DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers

and Rickshaw Builders

Repairs to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.

No. 63, Des Vaux Road Central.

Managing Proprietor:

C. LAURITSEN.

[41]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 609.

Hongkong, 2nd Jan., 1911. [129]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th Aug., 1910. [84]

CTE. LOUENCOURT EXTRA DRY.

\$24.00 per case.

FRENCH STORE,

8 Queen's Road.

Hongkong, 17th June, 1911. [74]

TAIKOO DOCKYARD & ENGINEERING CO.

Modern Appliances for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all

Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools

installed throughout the Works.

50-ton Hydraulic TESTING MACHINE

for Chains, Wire Ropes, Rivets

and Metal Specimens.

GRAVING DOCK

78ft. by 8ft. by 8ft. 6in.

Pumps empty Dock in

2-3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for

mounting ships with most efficient result

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANES THROUGHOUT

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIPS.

HAICHING

TUESDAY, 7th Aug., at 3 a.m.

HAIMUN

FRIDAY, 11th Aug., at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Fochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co., General Managers.

[957]

To Sail

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA,"

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underlying.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 12th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 7th August, 1911. [1800]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING,"

Captain E. P. Smith, will be despatched for the above ports on SUNDAY, the 6th August, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.

Agents.

Hongkong, 4th Aug., 1911. [1284]

To Let

TO LET.

GODOWNS in MASON'S LANE

good for storage of Wines and other articles. Rent moderate.

The BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

Apply to—

DAVID SASSOON & Co.

Hongkong, 12th July, 1911. [1037]

TO LET.

GODOWN No. 5A, DODDLE STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong, 1st July, 1911. [61]

TO LET.

GODOWNS at BLUE BUILDINGS.

As, Praya East.

"CREGGAN," 89, The Peak.

No. 10, MACDONNELL ROAD.

OFFICES in Kiro's Buildings, 4th Floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS

East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new "Seaman's Institute," Praya East.

19, CONDUIT ROAD.

FLAT in BLUE BUILDINGS, 4 Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LIMITED.

Hongkong, 1st July, 1911. [159]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [383]

Hongkong, 2nd Aug., 1911. [5]

NOTICE.

I HAVE this day established myself at Hongkong and Canton as a GENERAL EXPORT and IMPORT MERCHANT under the style of HUSAIN P. MADAR & CO.

H. P. MADAR.

Hongkong, 1st Aug., 1911. [1237]

Consignee.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "KIYO MARU."

FROM SOUTH AMERICAN PORTS AND JAPAN.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading or countersignatures, and to take immediate delivery of cargo, from along-side.

Cargo remaining undelivered on TUESDAY, the 8th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, 14th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before MONDAY, 21st inst., otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 7th Aug., 1911. [1297]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of August, at 9.30 a.m.

All claims must reach us before the 8th of August, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underlying.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 21th July, 1911. [1266]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"

FROM ANTWERP, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to

SHARE REPORT.

S-SELLERS SA-SALE D-BUYERS

STOCKS & PAID UP VALUE		CLOSING QUOTES.	LAST DIVIDEND AND DATE.	INTEREST BASED ON LAST YEAR'S DIV.
BANKS.				
Hongkong & S'hai	\$135	\$910 s. \$287 10/-	Final of £3 5/- at 1/10; \$24 54 for half year ended 31-12-10, making 41. 5s. for the year	5%
National Banks	25	\$10	In Liquidation	
MARINE INSURANCES				
Canton	\$50	\$210	\$15 for 1909	7 1/2%
North China	25	T167 3/4	Interim of 10/- for 1910	5%
Unions	\$100	\$815	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910	6%
Yangtzes	250	\$210	\$12 for 1909 and Int. of \$3 on account of 1910	7 1/2%
FIRE INSURANCES				
China Fire	\$30	\$124 b.	\$7 & 1/2 of \$3 for 1909	7 1/2%
Hongkong Fire	\$50	\$350 st.	\$27 for 1909	8%
CHINA SHIPPING.				
China & Manilla	25	\$104 s.	\$1 for 1909	
Douglas Steamships	\$50	\$19	5 p.a. for year and 3/8 0-0-08	
Steamboats	\$15	\$304 u.	Dividend of 1 1/2 for half year ending 30-6-11	8 1/2%
Indo-China			{ 3% final making 9% for 1908 6% div. for 1909 on preferred shares	
(Preferred)	25	\$65 s.	{ 1/- per share Coupon No. 15 2/8 per share Cou- pon No. 10 for 1910;	6%
(Deferred)				
"Shell" Transports	£1	11/- £11 b.	Div. 7 p. a. for year end- Bon. 5 p. a. Aug 30.4.11	5% 6%
"Star Ferry"	{ \$10 \$5	{ \$26 b. \$16		
REFINERIES.				
China Sugars	\$100	\$121 b.	\$10 for 1910	10%
Luzon Sugars	\$100	\$24 1/2 s.	\$3 for 1907	
MINING.				
Chinese Engineering	£1	£14	Interim of 1/- on account for year ending 28.3.11 (Coupon No.16)	5%
Headwaters	P. 10	P. 10	first year	
Rauha	£1	\$2	1s. 2d. per share on 150,000	5%
DOCKS, WHARVES, & COWNS				
Kowloon Wharfs	\$50	\$50 s.	\$3 for year ending 31.12.10	6%
H. K. & W'oa Docks	\$50	\$56 s.	\$14 for 4 years end 31.12.10	5%
Shanghai Docks	T. 100	T. 50	Fls. 2 1/2 for 1910	5%
Hongkong Wharfs	T. 100	T. 85	Final of Fls. 4 for 1910	8 1/2%
LANDS, HOTELS & BUILDINGS				
Anglo French Lands	T. 100	T. 92 £119	Fls. 0 20-2-10 \$3 on old shares, \$1.50 on new shares for half year 31-12-10	6 1/2% 5%
Hongkong Hotels	\$50	\$74	Interim div. of \$3 1/2 for 1911	7 1/2%
Hongkong Lands	\$100	\$93 b. & sn	45 cents for 1910	7%
Humphreys Estates	\$10	\$6 1/2	\$2 1/2 for 1910	8%
Kowloon Lands	\$30	\$26	5% for half year to 30-6-11	6%
Shanghai Lands	T. 30	T. 01 ex. div.		
West Point	\$50	\$45 s.	Interim div. of \$2 for 1911	8 1/2%
Manila M'pole Hotel	P. 0	\$11 s.	15 per cent. for 1910	15%
COTTON MILLS.				
Ewos	T. 50	T. 77 1/2	T4 for year ended 31-10-10; T7 for year ended 20-12-10	48%
MISCELLANEOUS				
Hongkong Cottons	\$10	26 b.	50 cents 31-7-08	
China-Borneo	\$12	\$22	\$1 for 1910	11%
Light and Powers	\$10	\$1 b.		
Do. (Spec. shares)	\$1			
China Providents	\$10	\$3 1/2 b.	30 cents for 1910	11%
Dairy Farms	\$5	\$2 1/2	\$1.20 for year end'g 31-7-10	8%
Green Islands	\$10	\$4 s.	Interim of 15 cents per share for 1910.	4%
Hongkong Electric	\$10	\$21 1/2 r.	\$1.20 per share add 1/2 of 10 cents	6%
Hongkong Ice	\$25	\$18 1/2 s.	\$10 per share for 1910	6 1/2%
Hongkong Ropes	\$10	\$18	\$1 interim account 1911 (Special bonus T.2 15-1-11 Interim div. T.14 15-3-11 Interim div. T.14 15-6-11	10% 6 1/2%
Langkats	g. 10	T. 87	None	
Morning Post	\$25	\$25	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-11	7%
Peak Tramway	\$10	\$12	None	
Do. (new)	\$1	\$1.10 b.	\$1.50 for 1910	12%
Philippines	\$10	\$5 b.	None	
H. Price & Co., Ltd.	\$10	\$12 b.		
Societe des Prefere	\$50	\$45	First year	...
Papeteries	paid up \$45	\$45		
Papeteries				
du Tonkin	Benefit	\$500		
Shanghai-Samaras	T. 20	T. 90 s.	No dividend this year	2%
Steam Laundry	25	\$6 1/2	50 cts. for year end'g 30-5-10	5%
United Asbestos Ori- ental Agency, Ltd.	\$10	\$10.	{ 15 per cent. per ordinary share for year ended 31-5-1910	6%
United Asbestos Founders Shares	\$10	\$300	Do.	
Union Waterboat	\$10	\$7	5 per cent. for year end-	

On the 3rd at 7.30 p.—The typhoon to the Southward of Hongkong appears to be progressing slowly on its course towards W.N.W. The barometer continues to fall very slowly. On the 4th at 11.55 a.m., the barometer is still falling in the neighbourhood of Hongkong. The typhoon centre is probably situated about 75 miles to the southwest of Gape Rock. It is moving slowly towards N.W. or N.N.W. and the coast to the West of Macao is threatened. Pressure has given way over S. Japan; the Loochoos and the Bonins under the influence of the typhoon over the Pacific. This disturbance, which is lying to the N.E. of the Loochoos, is moving Northwards. Pressure remains high over the Pacific to the N.E. of Japan. Bad weather may be expected over the N.W. part of the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.92 inches.

(1).—Hongkong and Neighbourhood, E. to S.E. gale; hard rain, squalls, (2).—Formosa Channel, S.E. winds, moderate. (3).—South coast of China between Hongkong and Loochoos, same as No. 1. (4).—South coast of China between Hongkong and Hainan, Cyclonic gales.

Corrected to 3 p.m. 8th August, 1911, by E. B. KANTONIS & Co., Share & General Brokers.
 "The Telegraph" does not hold itself responsible for any of the above quotations.